

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing Of Claims:

Claims 1-11. (Canceled)

12. (Currently Amended) A method for controlling a braking system of a motor vehicle, comprising:

in order to prevent the vehicle from rolling away following a braked standstill, setting a first braking-force value independently of a driver at at least one wheel of the vehicle and holding the first braking-force value for a specified limited first holding time; ~~and~~

ascertaining a gradient angle of a roadway in a longitudinal direction of the vehicle, wherein[[:]] the first holding time is a function of the gradient angle;

monitoring an intention of the driver to drive off through an operation of an accelerator pedal; and

if the intention of the driver to drive off is detected during the first holding time:

cutting short the first holding time, and

from the point of cutting short the holding time, maintaining a second braking-force value independently of the driver for a specified extended second holding time.

13. (Canceled).

14. (Currently Amended) The method as recited in Claim 12 ~~13~~, wherein the extended second holding time is a function of the gradient angle.

15. (Previously Presented) The method as recited in Claim 14, wherein the extended second holding time is a function of the gradient angle in such a way that the extended second holding time assumes a maximum value when the gradient angle exceeds a specified positive limiting value.

16. (Canceled).

17. (Previously Presented) The method as recited in Claim 12, wherein the first holding time is a continuous function of the gradient angle.

18. (Previously Presented) The method as recited in Claim 14, wherein the extended second holding time is a continuous function of the gradient angle.

19. (Previously Presented) The method as recited in Claim 12, wherein:
if the gradient angle has a negative sign in the case of a downhill standing-start operation and a positive sign if the gradient angle has a positive sign in the case of an uphill standing-start operation, the first holding time one of remains constant and increases with an increase of the gradient angle.

20. (Previously Presented) The method as recited in Claim 14, wherein:
if the gradient angle has a negative sign in the case of a downhill standing-start operation and a positive sign if the gradient angle has a positive sign in the case of an uphill standing-start operation, the extended second holding time one of remains constant and increases with an increase of the gradient angle.

21. (Currently Amended) The method as recited in Claim ~~12~~ 13, wherein the first braking-force value is equal to the second braking-force value.

22. (Currently Amended) A device for controlling a braking system of a motor vehicle, comprising:

a roll-away prevention arrangement for, in order to prevent the vehicle from rolling away following a braked standstill, setting a first braking-force value independently of a driver at at least one wheel of the vehicle and holding the first braking-force value for a specified limited first holding time; ~~and~~

an arrangement for ascertaining a gradient angle of a roadway in a longitudinal direction of the vehicle, wherein[[[:]] the first holding time is a function of the gradient angle;

monitoring an intention of the driver to drive off through an operation of an accelerator pedal; and

if the intention of the driver to drive off is detected during the first holding time:

cutting short the first holding time, and

from the point of cutting short the holding time, maintaining a second
braking-force value independently of the driver for a specified extended second holding
time.